

**VISITORS BUREAU.**  
If you have not visited The Tribune's Visitor's Bureau, you have missed something. All the latest literature and the coolest place in town.

# The Salt Lake Tribune

L. LXXV., NO. 101.

WEATHER TODAY—Fair.

SALT LAKE CITY, UTAH, WEDNESDAY MORNING, JULY 24, 1907.

**YOUR VACATION**

Will be made more agreeable if The Tribune follows you. No extra charge for mailing. Address changed as often as desired.

10 PAGES—FIVE CENTS.

## MURDER OF JAMES PINKERTON WITH STEUBENBERG'S MURDER

**Orney Richardson Closes Long Address With Statement That Orchard Was Hired by Detectives to Slay Former Governor.**

**CLARES DEED PART OF CONSPIRACY TO DISRUPT FEDERATION OF MINERS**

**Orchard Is Denounced as Loathsome Creature on Terms of Intimacy With Governor Gooding and Senator Borah.**

SALT LAKE CITY, July 23.—Forsaking the vengeance, as Orchard's mother said, for the murder of former Governor Steubenber, E. F. Richardson, who was in the employ of the Pinkerton Detective agency, killed Steubenber and that murder was a part of a conspiracy to destroy the Western Federation of Miners. This was the substance of a long address by Orney Richardson, who was followed by a tremendous demonstration of Captain James H. Darrow and the Pinkertons and pasted up by Orchard, Governor Gooding of Idaho, Senator Borah, Peabody of Colorado and in all who have acted on the side of the prosecution of Haywood came a share of the avalanche of denunciation.

Richardson, having spoken for nearly two hours, denounced and charged the Pinkerton Detective agency with a conspiracy to secure the conviction of Haywood, Moyer and Pettibone as a means to the desired destruction of the Western Federation of Miners.

Richardson said that he had been in the employ of the Pinkerton Detective agency for many years, and that he had seen the murder of Steubenber and that he had seen the murder of Haywood, Moyer and Pettibone. He said that he had seen the murder of Steubenber and that he had seen the murder of Haywood, Moyer and Pettibone.

Richardson said that he had been in the employ of the Pinkerton Detective agency for many years, and that he had seen the murder of Steubenber and that he had seen the murder of Haywood, Moyer and Pettibone. He said that he had seen the murder of Steubenber and that he had seen the murder of Haywood, Moyer and Pettibone.

Richardson said that he had been in the employ of the Pinkerton Detective agency for many years, and that he had seen the murder of Steubenber and that he had seen the murder of Haywood, Moyer and Pettibone. He said that he had seen the murder of Steubenber and that he had seen the murder of Haywood, Moyer and Pettibone.

Richardson said that he had been in the employ of the Pinkerton Detective agency for many years, and that he had seen the murder of Steubenber and that he had seen the murder of Haywood, Moyer and Pettibone. He said that he had seen the murder of Steubenber and that he had seen the murder of Haywood, Moyer and Pettibone.

Richardson said that he had been in the employ of the Pinkerton Detective agency for many years, and that he had seen the murder of Steubenber and that he had seen the murder of Haywood, Moyer and Pettibone. He said that he had seen the murder of Steubenber and that he had seen the murder of Haywood, Moyer and Pettibone.

Sherman Bell, who was in command of the militia during the strike period in Colorado. But nothing was done to Bell, nothing was done to General Bulkeley. Not even Orchard could testify to so much as an attempt upon the life of the latter, who was prominent both in the militia and in the Mine Owners' association. The attorney declared that Orchard had lured into the case all the various attempts he said he had been hired to make for the purpose of inflaming the minds of the jurors.

Richardson said that while every State is expected to take care of its crimes committed within its borders, Colorado had sent "an ocean of her dirty linen here for you gentlemen to wash." Coming again to the course of his argument to the death of Governor Steubenber, Haywood's counsel said the defense was ready to admit that Orchard had committed the deed exactly as he described it.

Richardson declared that Gov. Steubenber's immense stature and the freedom with which he went about the country made him a shining mark for assassination. Orchard's Mania for Crime. "He could have been shot by anybody able to hit the side of a barn door," asserted the attorney, "and Orchard himself told the jury that Steubenber took long drives to the sheep camps across plains where he could be seen and he made for the sheep camps. There was not a week of his life that he could not have been safely killed, had there been a desire for his taking off in anything but a spectacular manner. I say to you again that Orchard had a mania for crime and for committing crime in a way that would be sure to attract attention."

Richardson said that when Orchard came to Idaho to kill Gov. Steubenber, he seemed to be in a peculiar manner, the finger of suspicion would constantly point to him. After stalking the Governor for several weeks, Orchard apparently abandoned the mission on which he came.

Richardson said that when Orchard came to Idaho to kill Gov. Steubenber, he seemed to be in a peculiar manner, the finger of suspicion would constantly point to him. After stalking the Governor for several weeks, Orchard apparently abandoned the mission on which he came.

Richardson said that when Orchard came to Idaho to kill Gov. Steubenber, he seemed to be in a peculiar manner, the finger of suspicion would constantly point to him. After stalking the Governor for several weeks, Orchard apparently abandoned the mission on which he came.

Richardson said that when Orchard came to Idaho to kill Gov. Steubenber, he seemed to be in a peculiar manner, the finger of suspicion would constantly point to him. After stalking the Governor for several weeks, Orchard apparently abandoned the mission on which he came.

**Cheer Up, Mollycoddles, There's Work for You this Summer**



—Cleveland Plain Dealer.

## PIONEER DAY TO BE OBSERVED

**In Mormon Towns Special Programmes Have Been Arranged.**

**NO SET PLANS MADE FOR THE LARGER CITIES**

**Athletic Sports Will Furnish Entertainment in Most of the Towns.**

Pioneer day is to be observed generally throughout Utah, the day being set apart as a legal holiday. Throughout the country districts it will be observed in a more pretentious manner than in the large cities of the state. In the outside towns, parades, speeches and athletic contests will be on the programme. In Salt Lake and Ogden there will be no special programme. The day will be spent in a quiet way, most of the residents of the city seeking the different pleasure resorts near the city or else taking a day's outing in the canyons either for fishing or rest.

The managers of the different resorts around the city all have arranged some athletic events to attract the attention of the patrons of the resorts. Horse races will be held at Wadsworth in the afternoon. At Laegon, there will be a number of boat races and a big baseball game between the Dubel Tailors and the Beautiful team, the champions of Davis county. Bicycle racing will be the feature at the Salt Palace in the evening.

Ogden has more or less of a similar programme to offer. The principal athletic event will be a prize fight at the Greenwood racetrack. In the mining camps there will be celebrations to a certain extent, but these will not compare with those of the rural districts, which are mostly popularized by Mormonism.

Price has arranged a carnival of sports and a big programme, in which Oliver J. Harmon will act as orator of the day. A baseball game will be played at 4 o'clock in the afternoon.

Both American Fork and Lehi in the northern end of Utah county intend to have special programmes. At American Fork a big foot race is to be held, with a side bet of \$100. Milton Ingersoll and John Christensen, both of that city, have already deposited their money for the race.

Lehi will go into things very elaborately. The new tabernacle will be the scene of the speech-making. Joseph Anderson will act as master of ceremonies and Fred Worlton will give the oration of the day.

Cache valley has arranged a big carnival of sports at Logan and Brigham City. Reber City has an interesting programme arranged, with J. C. Jensen as master of ceremonies. Mayor Murdoch will deliver the oration. N. C. Murdoch, the only surviving pioneer of 1847 in Wasatch county, is to speak. Tooele city will be the center of interest in Tooele county, off to the west. John A. Bevan will act as orator of the day.

In Idaho the day is to be more or less observed. At Lewiston, Professor Charles Kent of this city and a number of local singers will give a special programme in the opera house.

**PRINCESS LOSES ESTATE**

**Brothers Win Suit Against Sister for Possessions Worth \$2,000,000.**

PARIS, July 23.—The court of appeals today set aside the judgment of the lower court granting the Princess de Vico-vic possession of the Spencer estate in France.

## KILLS GIRL, ESCAPES; IS LATER CAPTURED

**New York Merchant Becomes Murderous Maniac; Fatally Wounded in Struggle.**

NEW YORK, July 23.—Miss Esther Norling, 23 years of age, of Ridgely Park, N. Y., was shot and killed early today, it is alleged, by Charles Warner, her former employer, as she was entering a haberdashery store on West Forty-second street, where she was employed as a bookkeeper. Warner, it is charged by the police, fired several shots at A. R. Spicer, the manager of the store, while escaping. Warner fled to the store of A. C. Spaulding & Co., and although twenty policemen surrounded the building and searched it thoroughly, no trace of Warner could be found. The police believe he was unbalanced by business reverses and other troubles.

Warner had reached the door of the store when a shot was fired. Miss Norling had reeled and looked at the man who had fired.

"It's Charles Warner; he shot me," she cried. Warner slipped out of the door. A messenger boy saw him running with a revolver and threw a brick, which struck the fleeing man in the back. Angered, Warner turned and fired at the boy. His aim was bad, and he threw the weapon at the boy.

Spicer, who was chasing Warner, saw the gun and made a dash for it, as did Warner, who, seizing it before Spicer could reach it, turned and sped up the street to the Spaulding establishment.

Warner, surrounded by the shooting, surrounded the building, and Police-man Walsh, seeing Warner fleeing up the winding stairways to the second floor, darted after him. The police hesitated, as the fugitive fired a shot at Walsh, and when they recovered themselves, Warner shot at him.

Spicer said Warner, who is about 55 years of age, had been calling for Miss Norling each evening, and that she had complained that his attentions had annoyed her.

Warner later appeared at the hat store of John C. Wilson, whom he knew, and asked for a loan of \$10. When Mr. Wilson turned to get the money, Warner shot him in the back and arm, inflicting wounds thought to be fatal. Warner then fled, but was intercepted by a truckman, Warner shot at him, but missed. The truckman, to save his life, fled Warner with a cotton hook, inflicting a fatal injury. Warner was hurried to a hospital.

**RUSSIANS INDIFFERENT**

**Almost No Interest in Election of Delegates to the Third Duma.**

ST. PETERSBURG, July 23.—The period of time allowed officially for the registration of delegates to take part in the elections of delegates to the third Russian Duma expires today, and the results recorded are a good indication of the present political mood of the masses. The profound indifference of the people to the workings of the "Seimskoye" Duma is clearly evidenced.

The absenteeism of Democratic voters is set forth in the following table: Odessa, 48 registrations out of a total vote of 20,000; Smolensk, 178 registrations out of a total vote of 700; Tiraspol, 30 registrations out of a total vote of 500; Nizhni, Novgorod, 16 registrations; Saratov and Poltava, 10; Penza, Nizhniy, Kamenetz and Osk show no registrations whatever. Moscow and St. Petersburg show a registration extremely light. In St. Petersburg the time has been extended for a fortnight.

**MINERS FORCED TO QUIT**

**Western Federation Uses Iron Hand in the Lake Superior Region.**

DULUTH, Minn., July 23.—Members of the Western Federation of Miners on the Range, headed by a band, marched to the Pettit mine today and forced 250 men employed by the Republic Iron and Steel company there to quit work.

They then proceeded to the Kellogg mine and forced the men there to abandon work.

The ore dock workers, however, are offering to arbitrate. They are distinct from the Western Federation of Miners.

## CONDUCTOR KILLED ON SALT LAKE ROUTE

**William Adams Run Over by an Engine and Body Terribly Mutilated.**

**PREPARING TO BRING LIMITED TO SALT LAKE**

**Died While Being Brought to City, Without Regaining Consciousness.**

William Adams, one of the oldest conductors in this section of the country, was fatally injured at Milford, Utah, on the Salt Lake Route, by being knocked down and run over by a locomotive at 5:25 Tuesday morning and died at 7:45, while being brought to Salt Lake City. Adams was badly mangled, both legs and one arm being cut off, his head and face cut and bruised, injured internally, and he never regained consciousness.

Adams did not observe the approach of the engine which caused his death. He was preparing to bring the Los Angeles Limited to Salt Lake City from Milford. The limited changes engines at this point and the one engine at this point to Milford had been disconnected and was backing upon the other track when Adams stepped from his train in front of the locomotive. He did not observe it, the engineer did not notice him, and he was knocked down and mangled as described. The injured man was at once picked up and placed in the baggage car of the limited and started for Salt Lake, but when near Clear Lake station he expired. Dr. Burton of Milford accompanied the injured man. The body was taken to Evans undertaking establishment, but no arrangements have yet been made for the funeral.

Adams was 43 years of age and resided at 743 East Sixth South, where he leaves a widow and eight children, the youngest of whom is but 3 months old. This little girl had not been named, but the father favored the name of Bessie, and this they have decided to call her. The eldest member of the family, Mrs. Cromer, is 22.

Adams was the second oldest conductor in the service, he having been employed by the Short Line, Union Pacific and San Pedro for a period of twenty-seven years. He was a careful and efficient official and his terrible death is a shock to his hundreds of friends.

**INTERMOUNTAIN PEOPLE AT THE CHICAGO HOTELS**

Special to The Tribune.

CHICAGO, July 23.—Western people at Chicago hotels include: Salt Lake—Fred Slade, J. Will Gray, Auditorium Annex; Charles Day, Great Northern; S. S. Dickinson and wife, Saratoga; Walter F. Ostler, Sherman House; Charles R. Hahn, Ralph and Klone Brown, E. H. Reynolds, Arand Emery, McGov's.

Ogden—J. M. Forristal, Majestic; Wyoming—Rawlins—E. M. Tierney, Auditorium; Sheridan—R. B. Hewitt, William S. Weeks, Kaiserhof.

Idaho—Lewiston—E. L. Baldeck, Majestic.

Weiser—D. C. Nevin, Palmer House.

Colorado—Grand Junction—Albert W. Starr, Great Northern.

**Dying From Heat.**

ST. LOUIS, July 23.—During the past twenty-four hours six deaths from heat have been reported and fifteen prostrations. The temperature registered 92 degrees this afternoon.

**MARCHES TO SCAFFOLD WITH SONG ON LIPS.**

PITTSBURGH, July 23.—Bowling Green, a negro, was hanged here today for the murder of his wife. Green marched cheerfully to the scaffold singing "In the Cross I Know I'm Anchored."

## SHIPPING COAL FROM AUSTRALIA

**Harriman Purchasing Fuel for His Locomotives in the Antipodes.**

**FIFTEEN THOUSAND TONS FOR THE SHORT LINE**

**With Coal at Our Doors, Yet We Have to Ship It 7000 Miles.**

Although there are mountains of coal practically at our very doors, W. H. Bancroft, vice-president and general manager of the Oregon Short Line, is purchasing coal in Australia to keep in operation the locomotives on the Harriman lines. With coal less than a hundred miles away, yet it is necessary to go 7000 miles away to buy fuel to keep a railway system running. One is almost forced to the conclusion that it is a reproach to our development of our natural resources that such a thing is necessary, but still it is a fact.

In the month of June Mr. Bancroft ordered 5000 tons shipped from Sydney, New South Wales, and this month he is purchasing the order, making a total shipment of 15,000 tons. This coal is for locomotive consumption on the Oregon Short Line, and it is shipped across the Pacific ocean to supply power.

And this is a costly business. Each ton of coal has cost from \$8.50 to \$9 per ton. Taking the former figure as an average, this 15,000 tons of fuel has cost the Harriman management in the neighborhood of \$130,000. It comes high, but they must have it. The coal supply on the Harriman lines under the jurisdiction of Mr. Bancroft is only some 20,000 tons today. In former years at this time something like 100,000 tons have been stored up, so that it is readily seen that stores are in a seriously depleted condition. The coal supply this summer has fallen off mightily. Labor troubles, a shortage of laborers, lack of development of coal properties and numerous other causes have contributed to this condition; nor are there any signs of improvement.

With the railroads shipping coal from Australia for their own use, the outlook for the winter's supply for domestic uses is certainly very gloomy.

**\$20,000,000 IN FREIGHT CARS.**

Harriman Said to Have Expended That Sum This Year.

According to an official statement just made public, more than 14,000 freight cars, costing nearly \$20,000,000, have been bought by the Harriman lines this year to handle the increased traffic of this summer. New locomotives to the number of 175 have been delivered to them this year, out of a total of 271 ordered, at a cost of \$4,200,000.

Further facilitation of traffic has resulted from the efforts to increase car mileage, to increase freight, to increase the length of sidings, improved signaling installations and increased yard facilities. With an increase of about 15 per cent in the number of cars, there has been an increase of 17 per cent in train mileage. The wage rate of the Union Pacific and the Southern Pacific double main track has been increased 214 per cent, and 1100 miles, or 30 per cent, has been added to the length of yard tracks and sidings.

**INTO THE COAL FIELDS.**

**Laramie Line Said to Be Building to North Park.**

The Railroad Gazette says the Laramie, Hahn Peak & Pacific railroad, which has built a line from Laramie, Wyo., on the Union Pacific, west thirty miles to Centennial, will, according to local reports, shortly begin grading on a proposed extension from Centennial to Walden, Colo., about seventy miles. Financial arrangements have been made to finish the line to the coal fields in North Park.

**HUDSON BAY PACIFIC.**

**Statement That It Will Beat Grand Trunk to Coast.**

VICTORIA, B. C., July 23.—Col. D. R. May, New York, promoting the Hudson Bay Pacific railway, from Port Churchill to Port Simpson, returned yesterday from the northern port, where a party of engineers were left, locating sites for ocean docks to be constructed at the northern port. Colonel May said:

"We will have our road built three years before the Grand Trunk Pacific reaches the coast."

**To Adjust Rate Question.**

ASHEVILLE, N. C., July 23.—Mr. Stanford of the Department of Justice is here in an effort to secure a settlement of the conflict between the State and Federal courts over the railroad rate question. The State authorities are communicating with Governor Glenn in connection with peace proposals.

**Japs' Bond Issue Flashed.**

LONDON, July 23.—The South Manchurian loan of \$4,000,000, is selling at 97, interest at 5 per cent, bonds repayable in twenty-five years, and guaranteed by the Japanese government, has proved a fiasco. It is officially admitted that the underwriters are saddled with about one-half the total of the loan.

**Will Not Grant Increase.**

SUPERIOR, Wis., July 23.—Superintendent Philip last evening received a delegation of the Algonquin dock strikers after being assured that they did not represent the Western Federation of Miners. Demands for increased wages were refused and the men were told that after the mine resumed they could come back at the old scale if they desired.

## NINETY-SEVEN ARE UNACCOUNTED FOR

**List of Survivors of Columbia Disaster Includes 160 Out of 257 Passengers.**

**MISS BLANCHE MUSSER OF SALT LAKE SAVED**

**Sixteen Passengers in Boat, With Two Dead Bodies, Are Picked Up at Shelter Cove.**

SAN FRANCISCO, July 23.—Sixteen names were added today to the list of survivors of the Columbia-San Pedro collision. These sixteen passengers were in a boat which landed at Shelter Cove. The boat also contained two dead bodies, that of Mrs. O. A. Lewis of Pasadena, Cal., and an unknown man, presumably a sailor.

The list of survivors now includes 160 names out of a reported total of 257 persons on board. Three dead bodies have been recovered.

**Additional Survivors.**

Ninety-seven persons are unaccounted for.

Those added to the list of survivors today were:

B. B. KRIEGER of Prescott, Ia.  
JACOB KURO, Coldwater, Kan.  
ARMAND CARDONETTE, New Bedford, Mass.  
O. A. LEWIS, Pasadena, Cal.  
EDWIN WALLIN, San Francisco.  
MISS WINKLEBLOCK DUNN, Poplar Bluff, Mo.  
MRS. W. H. ANGELS, Oakland, Cal.  
MISS BLANCHE W. MUSSER, Salt Lake, Utah.  
MISS RUBY COOPER, Fayette, Mo.  
MICHAEL RODMAN, San Francisco.  
E. W. GRAHAM, Portland, Or.

**Crew of Columbia.**

DAVID BOSTON, fireman.  
CHARLES M'COY, oiler.  
D. S. M'ALPIN, watchman.  
EMIL MANN, sailor.  
PAUL HINER, quartermaster.

**Cabin Passengers Missing.**

MRS. R. ANDERSON.  
FRANKLIN AULF.  
MRS. BAUMAN.  
MISS ALMA DAHLEEN.  
MRS. J. BENSON.  
MISS A. BERNAL.  
MRS. JANE E. BEST.  
GERTRUDE BUTLER.  
MRS. W. E. BUTLER.  
MRS. R. B. CANNON.  
MISS CLARA CARPENTER.  
J. W. CARPENTER.  
L. CLASBY.  
MRS. L. CLASBY.  
MARION CLASBY.  
STEVEN CLASBY.  
MISS A. F. CORNELL.  
MRS. A. F. CORNELL.  
L. L. DRAKE, JR.  
J. C. DURHAM.  
MRS. K. FAGALDE.  
MISS MABEL GERTER.  
MISS BLANCHE R. GORDON.  
MRS. A. GRAY.  
MRS. A. HAPP.  
C. H. HARRINGTON.  
MISS K. HAYDEN.  
J. E. HILL.  
MISS ALMA B. KELLAR.  
MISS EFFIE B. KELLAR.  
MISS GRACE F. KELLAR.  
MRS. G. A. KELLAR.  
FLORENCE LEWIS.  
K. K. LEWIS.  
E. LIGGETT.  
RAY LEWIS.  
MRS. B. LIPPMAN.  
LEWIS MALKUS.  
MRS. LEWIS MALKUS.  
JULIA MATCO.  
J. MERO.  
JOHN B. M'FADYEN.  
MISS MARGARET M'KEARNEY.  
CHEW MOCH.  
MISS LOUISE G. NAKA.  
MISS NELLIE G. NAKA.  
MISS MARY PARSONS.  
J. E. PAUL.  
MRS. J. S. PAUL.  
MISS FRANCES CHROEDER.  
MISS CORA SCHULL.  
MISS SAMUEL SCHULL.  
G. A. SMITH.  
MRS. WILLIAM SOULES.  
GEORGE SPARKS.  
J. D. SPRINGER.  
MISS ELISIE MAY STONE.  
MISS A. S. TODD.  
W. C. TODD.  
MISS B. WALLACE.  
MISS EDNA WALLACE.  
MRS. S. WALLER.  
WILLIAM WALLER.  
MISS W. WHITE.  
G. F. WILSON.  
C. A. WINSLOW.  
MRS. C. A. WINSLOW.  
MRS. H. P. WINTERS.  
ROLAND WINTERS.  
MISS H. WRIGHT.  
Total 71.

**Steorage Passengers Missing.**

FRANK GIUNE.  
M. MAYO.  
C. W. MERRILL.  
JOHN MILLER.  
J. PREMUS.  
E. SILVA.  
MRS. E. SILVA.  
A. SPELER.  
B. VIANTE.  
Total 9.

**Officers and Crew Missing.**

P. A. Doran, captain.  
W. E. Whitner, first officer.  
C. Christensen, quartermaster.  
H. C. Dupree, first assistant engineer.  
Max Claus, second assistant engineer.

Continued on Page Three.